





**N. B. W. GOVERNMENT RAILWAYS**

[illegible]

**Syndicate Board of Directors:**  
The Hon. HENRY MORT, M.L.C., Chairman  
JIM PHILLIPS, M.L.A.  
LESLIE HERKING, Esq.  
Directors Mort & Company, Limited,  
6 GEORGE MANLY, Sydney.  
(Manager H. Goldsbrough and Co. Limited, Brisbane).

**W.G.O. HOMES:**  
Pyrmont, Circular Quay, and Darling Harbour.

**Offices:**  
Mort's Wool Store, Circular Quay, Sydney.

**NO FRUITERERS, Confectioners, Refreshment**  
**Shops, etc., at the Arcade.**—Bakers, spicing, re-moulding  
Winter Underclothing has lately been introduced by Messrs.  
ALAN and GERTIE, of No. 10, Market, and early gratis.

**AS STOVES.**—The world-renowned Paris, France  
Furnishings, are being sold by Messrs. JAMES BROWN,  
87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 15

**Municipal Elections.**  
**Borough of North Willoughby.**  
**EXTRAORDINARY ELECTION OF TWO ADDITORS.**  
NOTICE is hereby given that the following have been nominated for the office of Additors for this Borough,  
**HOWARD FLEMING, Accountant, of Sydney-street**  
**ALEXANDER GILCHRIST, Schoolmaster, of New-Street**  
**THOMAS GRAHAM WILSON, Government Land Surveyor, Gore Hill.**  
A POLL will be taken at the following places next SATURDAY, the 4th instant, from 9 a.m. to 2 p.m. —  
For CHATHAMSTOWN WARD,  
at the School of Arts, Waverley-road.  
For LANE COVE WARD,  
the waiting room, Greenwich Wharf and at Mr. Sweeney's house, Lane Cove-road.

FOR MIDDLE LAUREUR WARD,  
Mr. Dorlin's house, opposite Mr. Dalmon's First Bank,  
and Mr. Terev's house, near Public school, New Orleans.

ALEXANDER SIMPSON,  
Mayor and Returning Officer.

North Willoughby,  
April 30, 1886.

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**Business Cards.**

A. A.—Artificial Teeth fixed painlessly. Nitrous  
oxide daily. 1. J. Marshall, Dentist, 404, George-st.

PERRY, London Jeweler.—Chimney Sweep; let-  
ters or orders promptly attended to. 161, Gas-street.

ARTIFICIAL TEETH.—Gas given daily.  
J. Marshall, Dentist, only address, 151, Egle-street.

COX, S.K. Woolen, and Cotton Dyer, Souther,  
and Hot-presser, 61, William-st., Wool-moors; 855,  
Stoney Bridge; and 30, Hunter-st. Sells's apparel received  
and promptly dressed and cleaned. 151, Egle-street.

CARL.—THE FIRST PRIZE and Highest

Award for Mechanical Dentistry at the YNDON IN-  
ternational Exhibition, 1933, at Chicago, Ill. The  
children Medal for 5 years successively, the London In-  
ternational Medical, and the Philadelphia Centennial Medal for  
dentistry have been won by him. He has also won medals  
against all competitors. **FAILURES EXTRACTED** by the  
of Nitrous Oxide Gas.

**JOHN W. FISHER, 44, Wyandand-square North,  
WYANDAND** takes up, beaten, and re-aid. City  
Carpet Ground, Rusherbury Park. Williams and Arnold.  
**IDENTITY**—Kaw, comfort, and painless. Mr.  
Joseph, dentist, at Wyandand, 1 door from Wyandand  
Hotel, WYANDAND, U.S.A. — The only one in the  
area. **NO. 1000** — **NO. 1000** — **NO. 1000** — **NO. 1000** —  
one, smoking today, 11 till 1. **RAISED**, 23, Elizabeth  
to the Temperance Hall Dining Rooms, Pitt-st.  
Breakfast 8A, Dinner is, Tea st. Reduction by tickets.  
**15 MEN, HUGHES, and CO.,** 40, Talbot, 27,  
live in the colony. (Lentmen's own cloth made up  
in material kept. P.S. — The business has so advanced  
that the owner, Mr. HUGHES, has been asked to under-  
take supervision the work will be carried on.

**H. AIGER**, Dermatologist, treats successfully  
all diseases of the skin and scalp. Loss of hair, Eczema,  
Fringing, and General Cultivation and Growth of the  
hair. Advice and remedy, 105-6, 111, Elizabeth-street.  
**JAINLESS JONES**,—Mr. C. G. HODGSON,  
10, Hunter street, E.C.4, London, W.  
**THOS. J. STUTCHBURY**, 141, Pitt-street,  
HOUSE, LAND, AND ESTATE AGENT.  
STOCK AND SHARE BROKER.  
LOANS EFFECTED ON MORTGAGE.  
**W. B. MACKENZIE AND CO.**, Insurance  
and Financial Agents, Bond-street.  
**MAKE** your Purchases at the Royal Furnishing  
Acre during our Stock-taking Sale, Campbell Bazaar.

---

**General Merchandise**  
**LISSA** and **PHILLIPS**,  
WHOLESALE WINE AND SPIRIT MERCHANTS,  
and  
GENERAL IMPORTERS.

Johnson's Stout	... W. E. Johnson and Co., Liverpool.
Schaefer Lager Beer	... Rochester Brewery Co., U.S.A.
Glasgow Cross Whisky	... James Watson and Son, Glas- gow.
Duncan Bros.' Whisky	... Duncan Bros., Glasgow.
Black & White Brandy	... J. G. Thompson, Cape Town.
Scott's Ribband Ties	... Thurston and Co., London, and Importers of  ... Selected and shipped by ... Mr. D. E. Davis, of London and Sydney.  ... and 89, RACIAL-STREET, SYDNEY.

**THE** Netting at very low prices at the wire works,  
from lift off wire. Eastway Brae, 411, George-st.

**ADAMS' WIRE GRASS STANDS,** with or without  
extending skirts; also wire hair; send your size or a body  
measure to Adams' Wire Works, 17, Market Street, Sydney.

You and you have come to order. Eastway, George,  
 WORK OF every description. Made to order  
 and delivered. Fish, Game, Seafood, Groceries,  
 FISH BONES.—Just landed, a fresh supply of  
 the noted Harrier's Hallow Point Fish Lovers.  
 Come and try our new Varmined Lines  
 from our exclusive stock of 1000 yds, from 100 to  
 1000 yds, at the Fishing Tackle by  
 Eastway Bros., 411, George-street, N. B. on every shop.  
 LOOKING UP.

The Younger Cooking Stove is the best and strongest ever  
 made for the country. It is made of the finest materials from  
 pure iron, and is the best and cheapest  
 ever made. They are suitable for either wood  
 or coal, and will burn for 24 hours, and will  
 burn at 24 inches long. The latter will cook for 100  
 people. Duplicate parts at hand. Send for reduced prices  
 and testimonials.

GEORGE PLETCHER and SON,  
 Founders and Iron-mongers, Oxford-street, N. B.  
 TO MERCANTILE MEN.

**NATIONAL FILING CABINET**, embodying the best and best method of filing, now available at low prices. See all the latest "Filing Catalogues sent on application." **HEUBLE WHITE AND CO., 41, George Street.**

**"THE WORLD TYPEWRITER," price 60s.** The most complete and useful typewriter ever made. **WOOD NED HERMITAGE, 83, Victoria Road, ready for bottling. George Wyndham, Fern Hill, Brunston.**

**LIVIN'LL'S celebrated old Irish Whisky** in bulk and case. **Wm. Hiron, Agents, 156, Fleet Street.**

**TANKS,** best London and foreign make. **J. & S. Tockley, Standard Brewery, Elizabeth-street.**

**1000—100, 200, and 400 gallons Ships from Water Tanks, cheap. W. Robinson, 47, Bazaar-Street.**

**WIKEWORK, WIKEWORK, WIKEWORK.**

**KATWAY and 40N, 124, King-street.** All kinds of Wirework better and 20 per cent. cheaper than in any other house in London or the provinces.

**KATWAY and 40N, 124, King-street only.**

**KATWAY and 40N, 124, King-street.**

**W. ROBINSON & SONS**  
**AS STOVES.**—The new-arrived Stoves, Faggon, cooking to order, 11 till 1. —Roasted, 22, Blinck-st.  
**STOVES** Cook Gas Gas Stoves, the best made, from  
 10 to 12 each. —**W. ROBINSON & SONS.**  
**No Aerated Water Makers and Others.**—American  
 Marble Dast for Sale. —W. H. Reed and Co., Pitt-street.  
**H. M. PALING and CO., LIMITED.**  
**THE NEWEST AND BEST OF PIANOS AND**  
**MUSICAL INSTRUMENTS. LOWEST PRICES.**

**Produce, Provision, &c.**  
**BOYLSON and BONY MILLER**  
 Merchants, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796

**WILK.**—Wanted, 30 to 40 gallons daily at Madiera. State prison, Jasper, Harard Office.

**MOORE,** very best Patent Rice Roller, Sugarbush, Pine, Walnut, Sherry, Pollard, Rice, Purdus, Ash, Corn, Cushman, Poultry Feed, Pig Feed, Milled, Mill produce good samples, J. & W. Warner, South-West Creek, Steubenville, Sale at the Royal Farming Machine, 10 p. c. each discount. Campbell Bros., Canton.















**THE MAIL**

**Special Advertisements.**

Limited.  
 INCORPORATED BY ACT OF PARLIAMENT.  
 CAPITAL:  
 Subscribed, £1,000,000. Paid up, £25,000.  
 BOARD OF DIRECTORS:  
 Sir HON. A. JOSEPH, M.L.C. Chairman.  
 HODDARD, Esq. Hon. F. T. MUMPHRY  
 HURRAY, Esq. M.L.C.  
 G. C. WESTGARTH, Esq.  
 Company acts as Executor, Administrator, Trustee,  
 or Agent in the management or realisation of  
 any investment of Funds, and is prepared to take any  
 Trusts.  
 Trusts transferred continue to act for the

A. PERCEVAL BEDFORD, Manager.  
—Corner of Pitt and Hunter streets.  
**‘T FORGET THE TIME.**  
**STEAMER LEAVES AT 2.15 p.m.**

NEXT SATURDAY  
 KING-STREET WHARF.  
 HERE TICKET  
 for  
 TENNYSON  
 TENNYSON.

SONS BUILDING RECEIVE LIBERAL ASSISTANCE.  
FREE TICKET for ALL THE FAMILY

for  
THREE YEARS.  
YEARS' TERM, AT 6 PER CENT.

I C K E T  
from MERCANTILE BUILDING COMPANY.  
O. TAYLOR, SURGEON, &c. 134 MA

**PUCE AND MASSEY, 197, PITT-STREET.**  
**"WEHAGE" PIANOS, "SMITH ORGANS," MUSIC**  
**STANDS and SMITH, PLATE-GLASS, TIN**  
**WARE, and Galvanised Iron Merchants, 403, George-**  
**street, 11 to 12 o'clock, and 2 to 3 o'clock.**

**ALLACH BROTHERS, THE LEADING**  
Furniture Warehouse, York-st., Wynyard-st.  
For prices see Saturday's issue.

O T I C

THE ECHO

Now be obtained from Messrs. SOUTH BROS., KOG  
RAH, who will deliver it in any part of district.

PERPETUAL TRUSTEE COMPANY

LIMITED.	
CAPITAL:	
SUBSCRIBED	£1,000,000
PAID-UP	25,000

**DIRECTORS:**  
**JAMES R. FAIRFAX, Chairman.**  
**Y AUSTIN** | **RICHARD JONES, Jun.**  
**ER FRIEND** | **Hon. E. VICKERY, M.L.**  
**JOHN R. STREET.**

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Company is authorized by SPECIAL ACT of P.

subject to the supervision of the SUPREME COURT  
position can at any time be readily ascertained.

Office of Trustee or Executor is to private persons a thankless post, involving much anxiety, time, and frequently leads to serious actual loss; while illness and change of residence necessitate frequent appointments and consequent expense to the parties interested. The Company undertakes all the duties of a Trustee or Executor for its reasonable remuneration.

JOHN R. STREET,  
Managing Director

105, Pitt-street, Sydney.

THURSDAY, MAY 2, 1889.

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MR. PARNELL admits that he advised boycott, but denies that he ever sanctioned the funds of the Land League being used for the purpose.

ages that he was consulted about outrages he heard of the invincible plot before orders committed by the members of that order.

town, Sir Hercules stated that he would re-visit South Africa if assured of a firm and consistent support in the execution of his views.

the first of the kind which has taken place in Australia.

THE Governor of Western Australia has announced that the Constitution Bill passed by Parliament of that colony will receive the Royal Assent that before the close of the year.

responsible Ministers of the colony will be summoned to office.

report shows that the race was a "yellow" affair, the Ozonians being completely unmatchd.

COUNT HERBERT VON BISMARCK and Sir I. have denied the existence of a secret treaty between Germany and Tonga. The Emperor of Germany has decided.

THE intended marriage of Princess Clementine, daughter of the King of Belgium, with the Crown Prince of Italy has been abandoned.

Thursday was very enthusiastic, and the school  
to have been the most imposing spectacle  
ness in that city.

The quarterly report of Railway Commissioned March, 1889, was laid on the table of Legislative Assembly yesterday, from which appears that the revenue for the quarter, as compared with the corresponding period of 1888, is

increase of \$22,409. In expenditure an increase of \$21,000 is shown, principally caused by the additional length of 61 miles worked in the winter, and expenditure in the locomotive fuel of \$18,370. Reductions have been effected in the cost of the material of \$34,000 per annum.

connection with their retirement, the reduction was not immediately operative.

Lord Carrington, in speaking at the opening of the Hawkesbury Bridge, said that the question of the reduction of the pension was not yet decided.

iform gauge is a national one. And we must not forget that every hour that elaps by, every railway that is built, increases the difficulty as the expense. Large things spring up all over, and it may yet be that the United States will be the first to build a national railway system, which all men desire, and

ought somewhat nearer the range of possibilities by the completion of an absolute necessity for a uniform railway gauge for the whole of India.

The Sydney Mint for coinage weighed 263,200  
gross value of which was £1,071,409 17  
the gold coin and bullion issued during the  
period amounted in value to £999,679 15s. 1

**CARL ROSA**, the musician and operatic conductor, is dead.

10



rapid recovery from the effects of the attack of **Major Farrer.**

The Queen intends to visit North Wales in August.

The Empire Lodge of Freemasons in London has offered to entertain distinguished colonial Masons who visit England.

The report that Russia intends to seize Stambul is causing some journalistic excitement in Austria.

Two deaths from typhoid have occurred in the Parramatta District Hospital during the past few days.

The London wool market is still firm, with an active demand.

MISS CORNWELL is arranging for interviews with English and European contractors with a view to carrying out the Large Bay harbour scheme.

A YOUNG man named Wood is claiming £5000 from the Government of Western Australia for damages alleged to have been sustained by being run over by a railway engine at Perth.

The Parliament of Western Australia has been prorogued until June 11th.

H.M.S. ORLANDO will, within the course of the next fortnight, leave Sydney for Adelaide. H.M.S. Calliope will also leave at the same time, and for the same port, if her repairs are completed.

The directors of the Phoenix Foundry, Ballarat, refused to meet the men to discuss the matter in relation to the proposed strike, and the men on strike are preparing for a prolonged struggle.

The body of Alfred Ernest Oakes, who has been missing from Dubbo for several days, has been found in the river there.

A DISPUTE having arisen between the proprietors and employees at the Hartley Vale Kerosene works, operations there have been stopped.

REMARKS at the annual meeting of the Royal Society, Sir Alfred Roberts said: "When I look round and observe the terrible ravages of typhoid, diphtheria, and other preventable diseases, the deplorable ignorance which apparently exists among them, and the melancholy apathy with which these evils are tolerated, I am not at all surprised to find among the wisest, the Sanitary section, should be our strongest section."

A LETTER-CARRIER employed in connection with the Redfern Post-office was yesterday committed for trial on a charge of having torn up letters entrusted to him for delivery and dropped the fragments in the streets.

The Minister for Lands is of opinion that the time has arrived when the Rabbit Act ought to be repealed, and he thinks that the whole country should be called upon to bear the expense attached to any scheme which may increase the productivity of the country.

The revenue of the Victorian Customs Department for the past month shows an increase of £8708 over the corresponding month of last year, and an excess of £202,350 over the official estimate. The gross amount received during the month was £245,478.

MR. WALKER, the husband of the lady who fell from the Cuckoo when nearing Melbourne, has been arrested on a charge of intending to desert his wife. Since the occurrence Mrs. Walker asked him to take her back, but he declined to do so.

The action brought by the South Australian Commissioner of Public Works against the Large Bay and Investment Company to recover £1290 15s. 11d., virtually representing the losses incurred by the Government in working the company's line, resulted in a verdict for plaintiff for the full amount, with costs.

The master printers in Brisbane have intimated to the men on staff that if they return to work there must do so unconditionally. Some of the men have stated that they would rather starve than return to work upon such terms.

TAMMAMART apples have been sold in Covent Garden Market, London, at from 10s. to 12s. per box. Six bushels, however, have been sold in the city at an average of 12s. 3d.

After the opening of the railway to Albury in 1883 the ceremony at the Hawkesbury River, yesterday, is the most important occurrence in the history of railway extension in Australia.

On some respects the event of yesterday surpassed in importance that at Albury six years ago. The latter only signified the railway connection of Melbourne with Sydney; the opening of the Hawkesbury bridge to traffic completes the connection by rail of four Australian capitals. The event which marked the conclusion of so immense a scheme was appropriately made the occasion of festivity, and of many more or less excellent and appropriate remarks.

The occasion was indeed regarded as a memorable one. To many the noble structure, which now spans the Hawkesbury, and completes the railway union of the autonomous part of Australia, stands as a symbol of a more momentous union which is one of the probabilities of Australian development in a future not very remote. Though differences of opinion may, and as we know, do exist with regard to the organic union of Australasia, there is a general feeling that to draw closer together in a confederation of one form or another. Meanwhile, pending the solution of the difficulties which at present suggest themselves in the way of such union, it is eminently desirable that no further difficulties should be added to those already existing. The watchwords of Australian politics are Unity and Progress, and the one, from a national point of view, is inseparable from the other. Thus, anything which tends to make common the interests of the various colonies will be welcome as a step towards the progress of Australia, and the latter which tends to divorce those interests must be regarded with regret.

It was pointed out yesterday by more than one speaker that the railway union of the colony was, if not marred, at least seriously embarrassed by the difference in gauge prevailing in the three principal colonies—Victoria, New South Wales, and Queensland are in possession respectively of the large, medium, and small railway gauge. As was pointed out by the Governor and the Chairman of the Railway Commissioners, the gauge in use in this colony mission, the gauge in use in most popular in that which has called world. Its superiority has been almost universally acknowledged, and its retention by this colony is one of the wisest public acts upon which any can felicitate themselves. The break of gauge between Victoria and New South Wales and Queensland and New South Wales is at present a fruitful cause of vexatious delay, and as population increases, and with it the number of people and the amount of goods conveyed by rail between the several colonies, the delay must become still more vexatious.

There is another indication of the question which was clearly indicated by Mr. ENOY. In the near and probable contingency of this group of colonies being menaced by invasion, it may become necessary for us to concentrate the forces of the various colonies upon the point of attack with as little delay

as possible. In the event of such an emergency, the break in the gauge of the three principal colonies would inevitably mean dangerous delay, and might possibly be the immediate cause of national disaster, amounting to the loss of the country. In carrying into effect a unification of gauge throughout the continent, regard should be had to the necessity of a report to that gauge which experience has proved most efficacious. This gauge, as we have pointed out, is that which is employed in New South Wales. Although in assimilating the gauges of the various colonies, it would be unnecessary, supposing the standard gauge to be adopted, for a foot of railway line in this colony to be uplifted, yet as the work is one of equal importance to the colonies at large, it would only be fair that the cost of carrying it out should be borne by the whole of the colonies, and New South Wales would no doubt be prepared cheerfully to contribute its share to an undertaking the benefits of which will be national. Queensland has evinced a desire to throw some obstacles in the way of the undertaking than there is a necessity for, and this is to be regretted. However, there is so much to be said in favour of a unity of gauge, that when the question is brought up for practical settlement, objections of a selfish kind will have to give way.

The question of an increase of speed is one that deserves attention at this juncture. The completion of the Hawkesbury Bridge shortens the journey to Brisbane by only two hours, and it is matter for regret that so fine and costly a structure should have so inconsiderable a result in the abbreviation of this lengthy trip. Mr. ENOY observed, in speaking yesterday, it is idle to hope that we can ever attain the terrific speed of the London and Edinburgh express, which traverses a distance of 400 miles in something under seven and a-half hours. Still there is room for great improvement in this direction, and this improvement the Railway Commissioners promise. Mr. ENOY is hopeful, with the co-operation of Queensland, of reducing the time of journey between Sydney and Brisbane to 24 hours.

The opening of the Hawkesbury Bridge is thus not only of great importance in the annals of railway construction in this colony, it is an event of unusual significance in the history of Australia. This facet of the occasion was observed by most of the speakers and listeners at yesterday's proceedings. The occasion was a momentous one, and as such excited an enthusiasm altogether rare at such gatherings. When its influence on the destinies of Australia—as yet only recognised as a probability—is realised, the opening of the Hawkesbury Bridge will take its place as one of the foremost history-making events in the life of this continent. To give effect to all the possibilities it leads up to will take time, and perhaps some self-denial, on the part of the various colonies; but patience and self-denial can surely be practised where the welfare of a nation is concerned.

The Railway Commissioners are expressly directed by the Act to submit both quarterly and annual reports to the Minister, whose duty it is to lay them before Parliament. Under the old regime there were no quarterly reports, and the annual reports, so much of their interest as regards the lateness of their appearance before the public. The chief value of the quarterly reports lies first in their necessary punctuality. They have to be sent in within the first month of every quarter. And next in the insight which, being thus punctual, they give into the actual condition and progress of our railway enterprise.

The report for the first quarter of the present year contains some information of considerable importance, though not of a startling character. As compared with the corresponding quarter of 1893 the revenue increased from £203,000 to £268,000, a difference of £65,000; but the expenditure also increased from £260,000 to £290,000, a difference of £30,000. The excess of revenue over expenditure was £195,000, and the percentage of expenditure to earnings was 60.49, which was rather more than 1 per cent. larger than the ratio for the first quarter of 1888, although there was a larger business done in number of passengers, tonnage of coaching traffic, tonnage of goods traffic, and tonnage of live stock traffic. This is a very satisfactory state of things, but there have been reasons for it. In the first place, the revenue for 1893 was more than ordinarily large by reason of the traffic in connection with the Centennial celebrations, besides which the Easter holiday traffic was then included. During the last quarter the revenue suffered through the failure of the crops, and also through the early despatch of the wool clip, a large portion of which was carried in the December quarter of 1888. On the other hand the expenditure was increased by the working of an additional length of 61 miles, and by extensive outlay in repaving and renovating rolling-stock, &c.

Whilst the earnings per train mile showed a decrease of 4d., the expenditure showed the smaller decrease of 2d. per train mile; but the Commissioners are not satisfied with that, and, regarding the expenditure as having exceeded "reasonable limits," they have been carrying out an extensive system of retrenchment. The appendices to the report show that during the quarter there has been a great deal of re-organisation—a considerable number of officers, workmen, and labourers have been removed from one branch to another within the Department; but as yet altogether, either by "retrenchment" or by "dispensing with the services." These reductions have not been taking full effect because consideration has been extended to the retiring officers; but they will represent hereafter a saving of £34,000 per annum. It has long been believed that the railway service was over-manned. It has been well understood that political influence has been the means not only of crowding unnecessary men into the service, but also of keeping them there, and non-political management has rightly been regarded as the only source of relief from this evil. It will be desirable, however, for

everybody who wishes to see the efficiency of the new system developed and sustained to keep a watchful eye upon any attempts that may be made by politicians to regain the mastery. We need not fear greatly that the work of retrenchment will be carried too far. The Commissioners are acting upon commercial principles, and if they impair the safety of the railway, by excessive reductions of the expenditure, the first action for damages in the Supreme Court would prove the commercial unsoundness of such a policy.

A general revival of prosperity in production and trade would soon place the finances of our railways in a more encouraging position, but unless there should be such a revival we must not be too sanguine in our expectations of a speedy increase in the net returns.

One of the most serious portions of the report is that which relates to the condition of the rolling-stock generally, and to the effect which a legitimate appropriation of revenue for its renewal would have upon the net returns. We do not think that any one would contend that the purchase of new rolling-stock to meet the increasing demands of an extended mileage and a larger business should be met by charges against the revenue account; but the question bears a different aspect when we turn to what may truly be termed renewals. After making the condition of the rolling-stock the subject of special consideration and inquiry, the Commissioners have found it probable that "a sum of more than one million has been underpaid out of revenue on the rolling-stock," and so large a proportion of the stock has become antiquated and defective, that they ask for a special vote of half a million, to be made good by an annual payment of £50,000 a year out of working expenses for the purpose of getting the stock into fair condition as quickly as possible. They propose that this annual charge of £50,000 should be over and above what may be termed the cost of renewing a fair number of vehicles each year. In fact, this half-million asked for simply to work off arrears, whilst the ordinary current expenditure for renewals goes on. It will be seen that the neglect of this matter in the past has made the capital account appear to have been earning a profit which was not really earned, whilst for ten years to come the profits will be reduced by a sum of £50,000 a year, which ought to have been expended in past years. It is well that these facts should be understood in time, if we are to form a just estimate of the efficiency and economy of the new system.

The report as to the tramways shows an increase in the number of train miles run, and of fares collected. Whilst there was a trifling increase in the revenue there was a decrease of some £5000 in the expenditure. The percentage of expenditure to earnings has, indeed, fallen from 90.78 to 81.30. In this branch of the business, as in the case of the railways, the returns on capital have in the past appeared unduly high through neglect of the renewal of rolling-stock, and will in the future be depressed by the necessity of incurring charges which, of course, have been already met. We may have the remarkable statement that not a single vehicle has been replaced out of revenue since the tramways were inaugurated ten years ago, although the average life of the cars has only been about seven years. It is not pleasing to find that either in our railway system or our tramway system affairs have been presented in too favourable colours; but the first step towards reform is to ascertain what is the true state of the case.

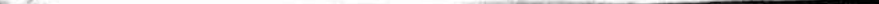
The TREASURER'S explanation in the Assembly last night has weakened, if it has not removed, the objections that have been raised to his scheme for the liquidation of the deficit. Mr. McMILLAN is right in saying that the scheme is mainly opposed on the ground that it is calculated to force the unwieldy suburban lands into the market before the time is ripe. And certainly if suburban lands to the value of £2,000,000 were sold within five years (the nominal term of the Treasury bills it is proposed to issue), the result would not be advantageous to the community. But the TREASURER explains, it is not intended to limit the term to five years. He does not contemplate redeeming them in five years, but he is not wedded to that or any other term; he would be quite willing, if the House desired it, to make the term 20, 25, or even 30 years. All that he wants to do is to set apart a distinct asset, and so secure the liquidation of the deficit. Mr. McMILLAN offers the plausible argument that his scheme will conserve the public estate rather than squander it. The commission in whose hands the matter will be placed, knowing that it has a sufficient asset for the debt, need be in no hurry to sell the land; it will dispose of it in circumstances requiring.

On the other hand, an impetuous Government might be tempted to rush the suburban lands into the market to meet some emergency. It may be admitted that the objection as to rushing land into the market is practically met; but another objection takes its place. If it becomes necessary for the protection of the public estate to prolong the transaction for 25 or 30 years, will not the colony suffer in another way? Will it not suffer the reputation of having something like a permanent deficiency fund? But there remains the question, What is to be done? No doubt the proper thing would be to reduce the expenditure and thus provide for the deficiency out of the consolidated revenue; but while it is easy to talk about retrenchment, it is very hard to get the Assembly to give effect to any plans of that sort. On the other hand, Mr. DIMES's idea of providing for the deficit by means of ad valorem duties is not one that a House having a majority of free-traders can entertain. Under the peculiar circumstances of the case the Treasury may be inclined to adopt Mr. ARK. BROWNE's suggestion. It is a pity that Treasury bills should be resorted to for the deficit, and that the redemption of the bills should form the subject of future consideration. The proposal looks very much like evasion of a difficulty

who will deliver in any way a



18



<http://nla.gov.au/nla.news-page1>







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and Northern Queensland waters. It was at first  
that the *Merric England* should be taken direct to

VIA CANADA TO EUROPE. The Canadian Pacific Railway Company has attracted a great amount of attention here lately, more particularly with the prospect of a new route to Europe. The company has a proposal of a contract for the carrying of the English mail by airmail to London, and the return of the mails by the great lines which place Montreal in communication with London. The other companies are not so well situated for the journey in six days and six nights as England's shortest route, but will be able to compete as well to London as to China and in cases where the West China Mail is required, would be the first to offer service. The company has also been permitted to enter into regular communication with Hongkong by air mail, and will, no doubt, be able to do so with other ports which the British Government has granted an annual subsidy of £100,000 for the purpose of maintaining the Canadian Government. A line is also to run from Montreal to Japan, and it is expected that the company will be another one of our fast steamer lines between Malakka

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NEW ZEALAND DIRECT STEAM SERVICE.

men are now appearing in the London daily papers, and are being sent into the General Post Office, Wellington, New Zealand, not later than May 1st for the performance of a direct mail steam service between New Zealand and Australia. The will be for three years, commencing in November 1880, and terminating in November 1883. It may be that there will be severe competition between the three companies, but it is not probable that they will be divided between the New Zealand Shipping Company and the two others, as the latter two companies have served the coast well in the past; and it may fairly be expected that the British Majesty's dominions have, during the last few years, been brought nearer to the continent of Australia than ever before. From a shareholder's view the success of the New Zealand Shipping Company is a matter of no small moment, as all that can be desired, but there is every reason to believe that the company will be successful. About the recent visit of the London manager, Mr. Charles Smith, to Christchurch, it is said that the colony had benefit to the shareholders.

been stated, the sentence of the Admiralty upon  
in of the Sultan was no more than censuring him

[illegible]

What does it mean? According to the Press Attache to the B. and O. Consulate's standing British-

in part cargo of iron, &c., at Astoria, and coinciding with a general cargo of the same kind from the Astoria wharves on the point of departure. These officials stopped the ship and ordered the cargo off and on to the wharves, and the crew were being done in the Albert Barks. Both the P. & O. and the officials of the wharves were given no information as to the reason for this measure, and the cargo was great. The cargo was of iron and O. Company." Apparently the statement that the cargo was of iron was not made public when the cargo was taken off the ship, but it was made public when the *Esmeralda* left some time ago.

en done, and he was. Hildart Parker's noted packet will leave in a day or two "equal

[illegible]

the line. Now he has a saloon that would not  
any passenger steamer in the intercolonial trade.

[illegible]

(P). On inquiring why it was not rectified, my business it was to look after it. I learnt—

they'll wait till someone dies of fever, and they'll  
be so bad," and likewise, "They never do  
me a happy." Now, sir, it is a wonder that  
any one would stand this sort of thing, and I wonder  
there was the spirit of independence and that  
sentiment which Australians are so proud of,  
they would calmly suffer such a nuisance to con-  
tinue calling, an indignifying mortification, or doing  
up a line to rouse the authorities to action at  
last, thanking you for inserting this in your valuable  
I am,  
**AN ENGLISH VILITOR.**







EDHAM and CO., 51, Elizabeth-street.—  
BOARDING ESTABLISHMENT, Philip-st., near  
St. 14 rooms, handsomely furnished, piano, &c., full  
bath, &c. Paying 2s., 30s. reduced to £180 per term; 10 months.

[illegible]

**DECKERY** and **Confectionery**, takings £15 weekly, £200, also in furniture, etc., £10. **Joseph, 120, King-st.**

**DECKERY**, 21, takes weekly, good prices, retail trade, £100, also in furniture, etc., £10. **Joseph, 120, King-st.**

**DEBARKING-HOUSE**, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 82

SALE, a Butchering BUSINESS, doing good trade in salable, very cheap, good price for meat. Address - W. P. CROFT, 205 William-st.

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J. H. HENNINGSON, fitted one chair, and upholster shop, with fitting tools, for sale, by J. H. HENNINGSON, 101 Broadway.

Apply Proprietor biland Victoria-road, Newcastle.

H. and Gyster Bunch, Lurgan, 415, complete set of Axes, Bait, Permacotta.

N. HENLEY - Hotel, Hills, 9 years, pend. 100, no taxes, ingoing £400, kg trade. 110 King-st.

N. HENRY - Hotel, Wollahra, lease near 8, 100, the billiard, prod, trade, cost £400. 112 King-st.

N. HENRY - Hotel, St. Peters, lease 9 yrs, rent £100, 400 weekly, prod, trade, cost £400. 112 King-st.

N. HENRY - Hotel, de Hills, lease 9 yrs, rent £25 weekly, cost £350. 112 King-street. (out)

**HENRY** - Hotel, Chippendale 12 years' lease  
\$80K, \$27K w/yr, 200R, 119, King-street. (06)

**HENRIETTA** - Hotel, Inverugiel, 18 years' lease  
\$100K, \$25K w/yr, 200R, 119, King-street. (06)

**HENRY** - Hotel, Ryde, lease 6 years, rent  
\$20K w/yr, lodging \$300, 119, King-street. (06)

**PARTNERSHIP IN IVAN HENRY** has just been  
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Brisbane, Queensland. The partnership was formed  
in 1974 and wanted in various businesses, 119, King-  
street.

**INDUSTRIES, GOLFERS, etc., estab. 15 yrs.,**  
**opening 200 w/yr.** B-health, Henry, 119, King-  
street.

**TURF and Land Agency, Andover, Goodwill,**  
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**HENRY** has just received instructions to dispose of a  
**BIG RISK, doing a grand trade; open to all offer.**  
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**REDUCE STOCK, City: fittings and everything**  
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CERRY and Greengrocery, suitable for ladies shoe shop, well stocked. \$60, Ivan Ilvich, 198 King-street.

MILLIANS and Co., Confectionery, stationery, etc., 70 to 72 Prince Street, near Market street, Singapore.

OCCERY and General, including furniture, stock, etc., all new, \$85, great bargain. 512, King-street.

RENGHOSKY, Fruit, etc., horse, cart, stock, furniture, everything \$40, given away. High Road, opposite the city hall.

SCHMIDT wagon with 44 lbs. of goods, good city carriage, \$200, 100, Williams and Co., 518, King-street.

TARRANTED Man with £50, to take up small business. Williams and Co., 518, King-street.

HARDING-HUBBARD, 7 rooms and kitchen, all modern fitted. Opposite Williams & Co. building near market street.

JAMES MURPHY, 1st Sub-Commissioner and general surveyor, long established. Right, Hongkong.

PICKYCOOK, Refreshment, Confectionary, and Colonial Wine Business for Sale. 516, Green-street.

WELLESLEY, Tobacco, and Fruit, must be sold at once. 518, Green-street.

MINERS, returning over 2000 clear, for SALE, cheap. See John nation, 674, Genoa, has particulars.

OPPER, Hotel Broker, 190, Elm-street, near Church-st. Hotel, close to wharf, £200 cash & 2 bars.

OPPER offers Hotels—City, 6 years, £200; and 8 years, near St. Peter, 10 years, £100 each.

SALE, old-established New Agency, 10, Victoria Warehouse, and Stationery BUSINESS, in excellent situation, very good, special reasons for selling. Address 10, Victoria Warehouse.

SEEKING your purchases at the Royal Furnishing Warehouse during our stock-taking sale. Campbell St.

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**IMPORTANT TO PARTIES FURNISHING.**

To Furnish Economically  
BUY from the MARKS.

SAVE THE MIDDLEMAN'S PROFIT.  
A. HALL AND COMPANY  
Importers of all the ENGLISH FURNITURE at OUR OWN  
WORKS,  
GRAT LONDON-STREET, LONDON.  
Every Piece of Furniture sold is  
GUARANTEED to be of READERABLE QUALITY.  
OUR FACTS, SOUND WORKMANSHIP AND EX-  
TRAORDINARILY LOW PRICES HAVE GAINED  
OUR REPUTATION AT HOME AND ABROAD.  
A. HALL AND COMPANY  
The following instruments to parties about to furnish—  
FURNITURE SAVING IN TWENTY-FIVE PER CENT.  
All Goods sound in Construction and of the  
NEWEST DESIGNS.  
All Orders for the Country PACKED FREE.  
of the Largest Stocks in readiness to select from.  
Sole Agents for the Colonies and Foreign Countries.

**STATES and DESIGNS for Complete or Part Furnishing FREE.**  
**A. HALL and COMPANY'S**  
 Rooms are open to the public and any information  
 cheerfully given.  
 Before deciding elsewhere call and inspect our  
 LINCOLN, MTCO. L.  
**A. HALL and COMPANY,**  
 805 and 807  
 4 doors below Liverpool-street,  
 SYDNEY.  
 -----  
 Close at 8 p.m. Saturdays.  
**W. CAMEBEL & Co.**  
 a wholesale CANNETREASER, TUPHOLSTER,  
 UPHOLSTER, MANUFACTURERS and General Importers.  
 Nos. 711 and 713, Chalmers-street,  
 next to St. George's Church,  
 and corner of the Sydney Bridge.

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**FOR SALE, 1000** (female) **PRINCE OF WALES**, black and white, 1 year old, 10 lbs. 10 oz. **Apply 66, Chatterbox-street, Redfern.**

**FOR SALE, 2 young BULLDOGS**, from first prize **st. 1**, **Pink-street, Bopple's Range, Darling.**

**GRAY Spooking.** **Sale at the Royal Furnishing** **Merchandise, 10 p. 1. each** **Discount, Campbell's, 100, 100.**



(FROM OUR CORRESPONDENT.)

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(FROM A CORRESPONDENT.)

**SUPREME COURT** **Wednesday, May 1**

...tories was adjourned to the 30th instant, as was also

<http://nla.gov.au>

6. G. O'Malley Clarke, S.M., dealt with the

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HARTLEY VALE COAL  
can be obtained at their Depot.

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## ORDER OF SALE

AND SUBURBAN PROPERTIES,  
to be  
SOLD BY PUBLIC AUCTION,  
at our Rooms at 11.30 a.m.,  
on THURSDAY, FRIDAY.

**STREET.** Lot, with new brick building on corner of Gloucester-st., a few rods west of Cadogan-street, New York. Two floors, new gas and Mahogany, of Flats—several, between Fourth and Bowling-st.

**STREET.** Corner block of Fourth and Downing-ave. Thorough street, little more than a year old. Corner site, lot 45, sec. 1, South Avenue, New York.

**STREET.** Two Houses, Nos. 78 and 81, Schenck-st., New York, between New Park and Reginald-st. Burgh of ground recently reclaimed.

**STREET.** splendid Suburban House, 3 acres, 2 miles from New York, with stone-roofed and Castleburyed, corner with the C. & O. Railroad; handy to Levittown Station and Lehigh Valley.

**STREET.** Suburban brick, over 18 acres, Parkersburg, West Virginia, together with the Old Stock Market; handy to Lehigh Valley Station and Pennsylvania P. R.

**STREET.** 10 acres, called Carlington Estate, adjoining Cambridge of N. Y. T. Humphrey, and close to Muncaster Towers.

**STREET.** Kitchia, a commodious and substantial residence.

RA. ... acres of Land.  
 CHURCH. A Residence and Grounds, in Ballinacree, between the Ballinacree and Tinianity streets; leasehold.  
 GASTON. Vine Villa, No. 1, London-street, near the end of the same street, and Newcomb Bay Station.  
 DORE. Lot 1 in Ballinacree, in Alfred-street, near Alfred-street, and known as Mr. James's property.  
 HILL. Lot 1 in Ballinacree, O'Connell and Raper streets.  
 HILL. Cottage, in Great-terrace-ement, just past the Arcade, and known as Mr. Smith's.  
 HILL. Cottage, Edward-street South, off the Canterbury-road, Metropolitan Estate.  
 Y. Cottage, Old Canterbury-road, ditto.  
 Y. Villa Residence, Wardle-street, east of New Bay, and known as Parah's property.  
 CHURCH. House, in Ballinacree, close to station, and at rear of Congregational Church.  
 Y. Parsonage, a Family Residence, New South Head-road, extending to water leasehold.  
 CHURCH. Lots 2, 3, and 4, sec. 4, Arcoa Estate, County Wick.  
 CHURCH. Lot 6, sec. 2, ditto, Glendalough.  
 CHURCH. Lot 4, sec. 2, ditto, Glendalough.  
 CHURCH. Lot 4 and 47, 1, 11, and 12, sec. 2, ditto, Glendalough.  
 RA. Iron Store (flatly) near Mr. Thomas Llewellyn, in Guesard-street.

**RICHARDSON and WRENCH, Limited,**  
**RAILWAY BUILDING, 100, ROOFS,**  
 iron sale, at our Rooms, at 11.30 a.m.,  
 MONROW, FRIDAY, 23RD MAY.

**ROOMS 11 FEET HIGH,**  
 corner of  
**PARRAMATTA-ROAD**  
 and  
**OLD CANTERBURY-ROAD**  
 with 5 cottages thereon,  
 handy to  
**PETERHAM RAILWAY STATION**  
 and  
**PETERSLAM PARK.**

fronting  
**PARRAMATTA-ROAD,**  
 and  
**FLOOD-STREET, LEICHHARDS,**  
 opposite Old Canterbury-roads, with  
 old stock yards thereon  
 known as **CARLINGFORD,**  
 boundary, Park and Crown streets,  
 entrance of Hon. F. T. Humphrey, and close  
 to Maudslayi Park, and  
 on view. Terms very liberal.  
**RICHARDSON and WRENCH, Limited,**  
**THE RAILEY ESTATE,**  
 situated  
**FIELD DOWN TO GULDFORD.**  
 known  
**POOL TO BE SUBSTANT LINE.**  
 Facing  
**THE RAILEY LINE**

GOOD ROAD.

NOTED FOR  
RICHNESS OF SOIL,  
suitability for  
PEACHES, ORCHARDS, &c.

ALL MEN HAVE pronounced the district  
SECOND TO NONE  
IN THE  
FOR MANY CULTIVABLE PURPOSES.

BRISK HEALTHY CLIMATE,  
NEARNESS TO STATIONS,  
AND  
ACCESS TO SYDNEY MARKET.

Area of 1000 to suit  
ALL CLASSES OF BUYERS.

ORIGINAL HOMESTEAD ON part of large  
commodious and convenient.

TERMS ARE LIBERAL.

CALL FOR LITHOGRAPH AND  
SEEK YOUR GRANT OF 160 ACRES  
from Giddeford Station up to Fairbairn.

WATER SUPPLY THROUGH PROPERTY.

FREE TRAIN ON SALE DAY,  
ON  
SATURDAY, 4TH MAY,  
at 2 o'clock, on the ground.

PROGRAPH AND SELECT BLOCK.

ALL CHAIRS AND FURNITURE  
FOR SALE.

per cent, daily, 11 per cent, to 5 months  
years, at 6 per cent. Interest per annum.  
For further particulars apply to  
JAMES H. CHALINER, Auctioneer and Real Estate  
Agent, 150 N. 2nd St. P. M.  
Internal, 7:30 a. m. and 1:30 p. m.

ANDERSON and WRENCH, Limited. (29)  
WALLACE JOHN WRENCH,  
41 NEW SHARON,  
Call up to 523 each, in lots to suit.

ANDERSON and WRENCH, Limited, will sell  
at the auction, at the First Hotel, on  
Friday, at 11 o'clock.  
Property to A. J. Cook Bank, in lots.  
Apply to THE TRUSTEES OF THE WILL OF  
J. L. H. CHALINER, Esq.

WRENCH, WOODCOCKWOOD BAY,  
becoming a new Circular Road.  
Apply to the same.

BEVE and VALIABLE BLOCK of LAND,  
in lots.  
TO BUILD CHURCH, BIRTH PERCHES,  
or Portion of the well-known  
BLIND COUNTRY ESTATE.  
Apply to the following Fronting  
to the Victoria Street North  
to the Water and WOODCOCKWOOD BAY,  
at DEPTH THROUGH of 225 FEET  
to the North side, and 250 ft. on the south  
side.

THE BLOCK of WATERBURY LAND is on a level  
between SHAM and DUKE STREETS, by which  
the former site is bounded, and the latter  
on to the property and water.  
The owner will accept of a low price.

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the goods and chattels of the above  
estate, I, sewing machines, household fur-  
nitures, will be sold by public auction at eleven  
o'clock, A. M., Victoria Hotel, Paddington,  
on May, 1890.

R. GEEFFERT, Seller.  
ROBERTS LAND, unimproved. Apply  
any of Aus. Lin. Pen and Boies streets,  
M. TILLOWARRA, SULLY - Trade  
in Builders' Poles on Saturday next.

GOING TO, for the land is good, at and  
the whole of it. At the same time, apply  
to Mr. F. H. FORD, next BARNDEN, at 11  
P.M. Victoria Hotel, Sydney. Apply  
followed by.

RICHARDSON and WRENCH, Land.







**WORKING** Housekeeper, with a child, seeks Situation in town or subs. refs. Energr 83, Market-street

[illegible][illegible][illegible]

**WANTED**, a respectable LAD for Stationary and Travelling work, 20 years of age, single, good character.

**WANTED**, smart Mid-day WAITERS, references, Aspin's Exchange Hotel.

**WANTED**, an active, energetic General Servant, able to cook and iron, 27, Runn-street, Fyrmant.

**WANTED**, 60 men, H. M., assist, two children, 18 years, 10 days, 10 days, 10 days, 10 days.

**WANTED**, smart GIRL, about 15, Apply Mrs. Hodgson, 50, Margate-street, Paddington.

**WANTED**, General Servant, capable, family, 10 days, 10 days, 10 days, 10 days.

**WANTED**, BOY, used to printing office, Robert.

**WANTED**, smart GIRL for light housework and attend shop, Mrs. Dray, 61, Crown-st., Surry Hill.

**WANTED**, a smart young MAN to drive delivery van, A. J. Bennett, 10, St. John-st., E.C. 4.

**WANTED**, respectable General Servant, no washing, small frame, & Gladstone ter, Lewing-st., W.P.

**WANTED**, tidy woman, 10 days, 10 days, 10 days, 10 days, work, can't leave, & Gladstone ter, Lewing-st., W.P.

**WANTED**, a General SERVANT No. 4, Rosemary, 10, Rosemary-st., E.C. 4.

**WANTED**, immediately, Married Couple, Queensland, salary £90, Hiltmann's 147, Cattermole-st.

[illegible]

WANTED, respectable Girl, King-street.  
 WANTED, showy (female) as General HALL, good  
 family, a KIDNEY, and a RHEUMATISM, and a  
 WANTED, elderly Man, as GREENEHEAD, and  
 be useful, must be sober, to other Good Apply. After  
 10 o'clock, to the Editor of the Standard.  
 WANTED, a Working HOUSE-KEEPER, good  
 cook, Apply with references, this morning, 9 till 11,  
 10, Market-street.  
 WANTED, a competent General SERVANT,  
 young, references, Apply to the Editor of the Standard,  
 10, Market-street, River-road, between 10 a.m. and 3 p.m.,  
 this day and Friday.  
 WANTED, a respectable General SERVANT,  
 and President, with references; must be a good cook.  
 Mrs. Hudson, Clyde House, George-street, Reuters, opposite  
 the Bank.  
 WANTED, for country, young LADY, to take  
 charge of a baby; must be a good cook, and a  
 good nurse, and be able to wait, to Leeds, Farnborough,  
 Park-street.  
 WANTED, first-class HAIR-DRESSER and WAITRESS.  
 Apply to Mrs. Watson, Kantons Dining Rooms,  
 Millers' Point, after 10 a.m. None but competent hands  
 need apply.  
 WANTED, good GIRL, who understands General  
 housework, & is a good cook, Apply to the Editor of  
 the Standard, 10, Market-street, Detroit, between 10 a.m. and 3 p.m.,  
 this day and Friday.

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advertiser's account in the country can remit payment by Money Order or Postal Note.

Advertisements accepted as far as possible for convenience of readers. Advertisers will oblige by indicating in what column they desire their advertisement to appear. Advertisements should appear. While every care is taken to classify advertisements in the proper column, the advertiser is responsible for the classification.

While every care is exercised in regard to the due insertion of advertisements, the proprietors do not hold themselves responsible for errors or omissions, or for any consequences arising therefrom, and the proprietors reserve to themselves the right to refuse to insert any advertisement which they may deem objectionable, and to cancel any advertisement at any time, even although such advertisements may have been received in advance of publication.

For the convenience of advertisers replies to advertisements may be sent to the Editor, or to the proprietors, or to the advertiser, as directed; but the proprietors do not accept any responsibility in this respect.

Advertisements are charged at the rate of one insertion. Notices of BIRTHS and DEATHS cannot be inserted in the Standard unless the names of the persons are given to the persons by whom they are sent.

Advertisements for the Standard are inserted unless withdrawn or corrected by the officiating Minister or Registrar.

"\* The above rule is rendered compulsory in consequence of the Government having issued a notice for publication for the purpose of carrying necessary business."

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